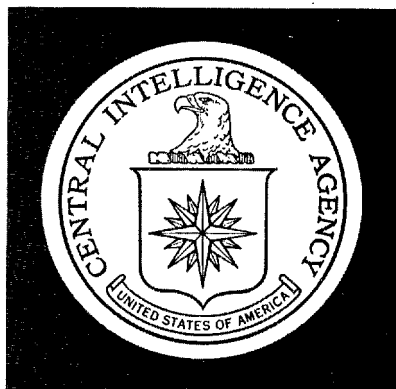


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DIRECTORATE OF
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Intelligence Memorandum

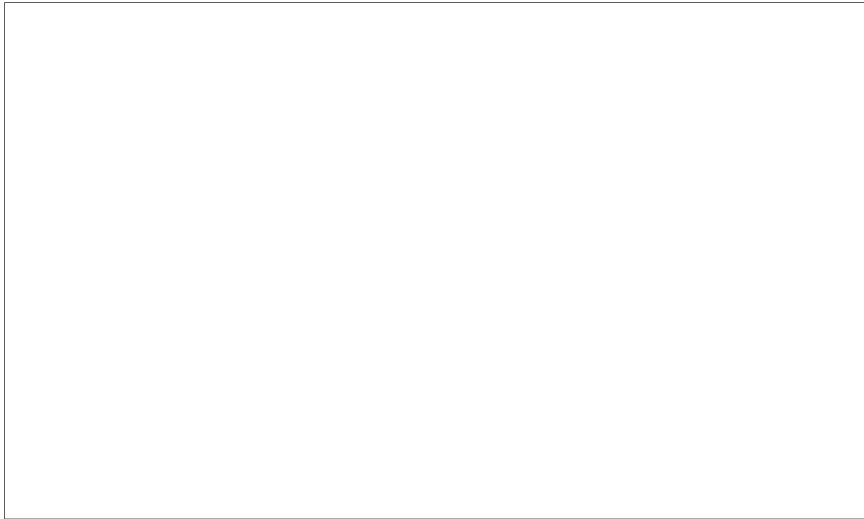
Foreign Shipping to North Vietnam During October 1968

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ER IM 68-151
November 1968

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Foreword

The data in this memorandum are preliminary and subject to modification as additional information becomes available. Significant changes may occur in ship arrivals and cargoes from Communist China and, to a lesser extent, in cargoes carried by ships of the Free World. Soviet and Eastern European ship arrivals are not likely to be changed significantly. To reflect changes in previous reports, a table showing monthly arrivals, by flag, is included in this memorandum. Weights of cargoes are expressed in metric tons. Because of rounding, components may not add to the totals shown.

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
November 1968

INTELLIGENCE MEMORANDUM

Foreign Shipping to North Vietnam
During October 1968

Summary

Despite a drop of foreign ship arrivals from 36 in September to 34 in October (see Figure 1), seaborne imports to North Vietnam increased by 22 percent, from 135,000 tons to 164,000 tons. This volume was the highest since June and was close to the monthly average for January-September. Deliveries of bulk food (53,000 tons) and petroleum (34,000 tons) were up slightly over September, while fertilizer (15,000 tons) and general and miscellaneous cargoes (61,000 tons) increased sharply. Pyrites, probably used in North Vietnam for the production of sulfuric acid, were imported for the first time since 1966. Imports from the USSR and Communist China accounted for 75 percent of October imports. Seaborne exports, which had decreased for five consecutive months, increased from 25,000 tons in September to 46,000 tons in October, mostly the result of increased deliveries of coal to Japan. No seaborne imports of arms or ammunition were detected during October. The level of shipping activity in November should be about the same as in October.

Ship congestion in Haiphong (see Figure 2) decreased appreciably during October as a result of the return of normal weather and efforts to expedite the handling of cargo. The number of dry cargo ships in Haiphong dropped from 36 on

Note: This memorandum was produced solely by CIA. It was prepared by the Office of Economic Research with assistance from the Imagery Analysis Service. Information on ship arrivals was coordinated with the Naval Intelligence Command.

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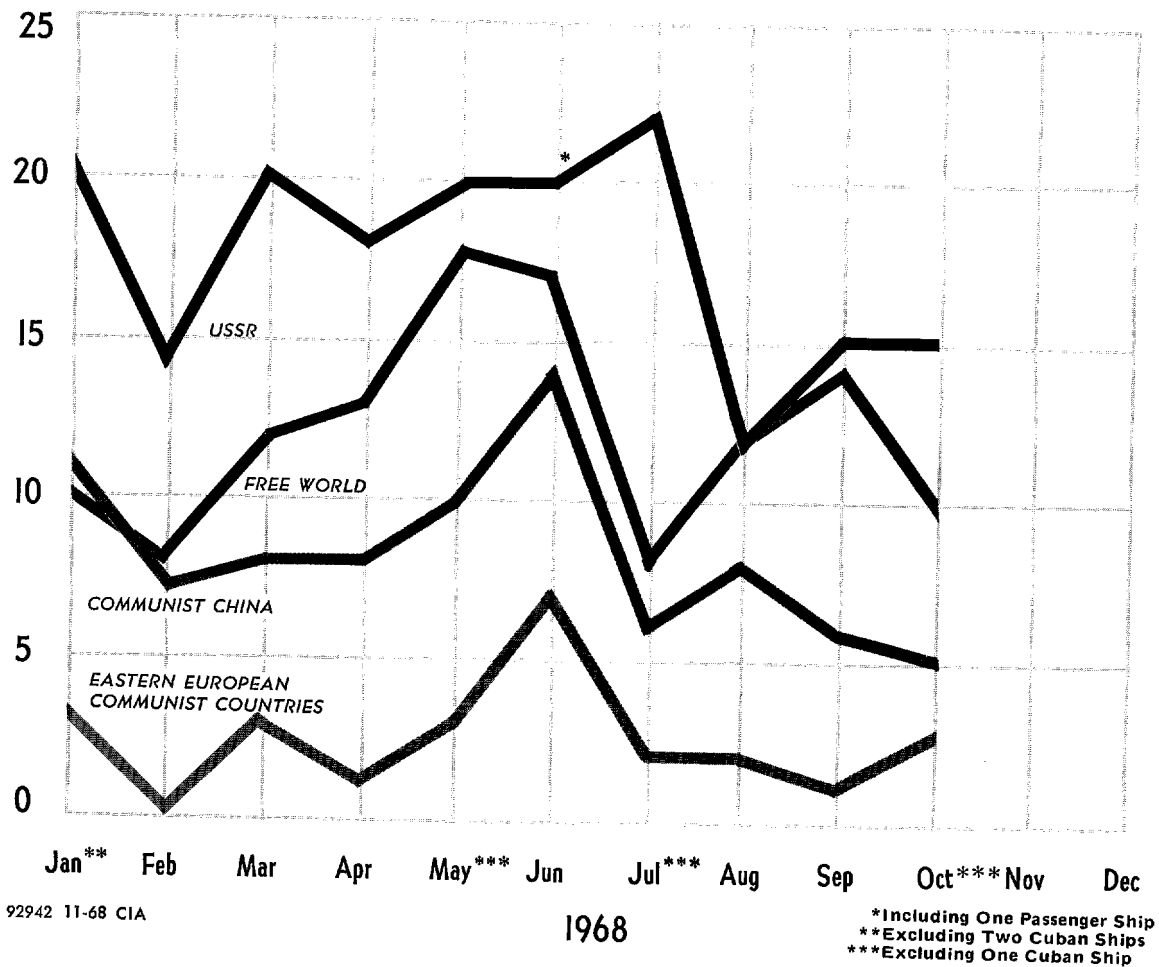
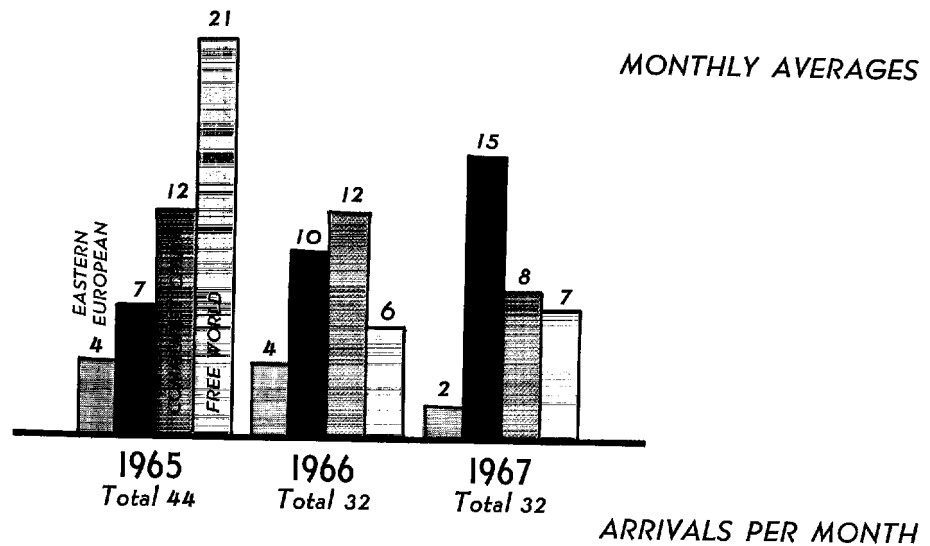
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6 October, near the record high of 38 on 14 and 15 September, to about 28 on 31 October. The average layover time for departing dry cargo ships decreased from 41 days in September to 35 in October, with priority given to bulk food carriers.

The volume of cargo in open storage near the wharves in Haiphong decreased significantly in October. Seven large stacks of grain on hand at the beginning of the month and several large piles of half-tires that had been seen in Haiphong for more than one year were almost totally removed. Movement of cargo out of the Haiphong area was accelerated by the use of increased numbers of trucks and coastal craft as well as the use of the new rail spurs.

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North Vietnam: Foreign-Flag Ship Arrivals



NORTH VIETNAM: Port of Haiphong and Approaches

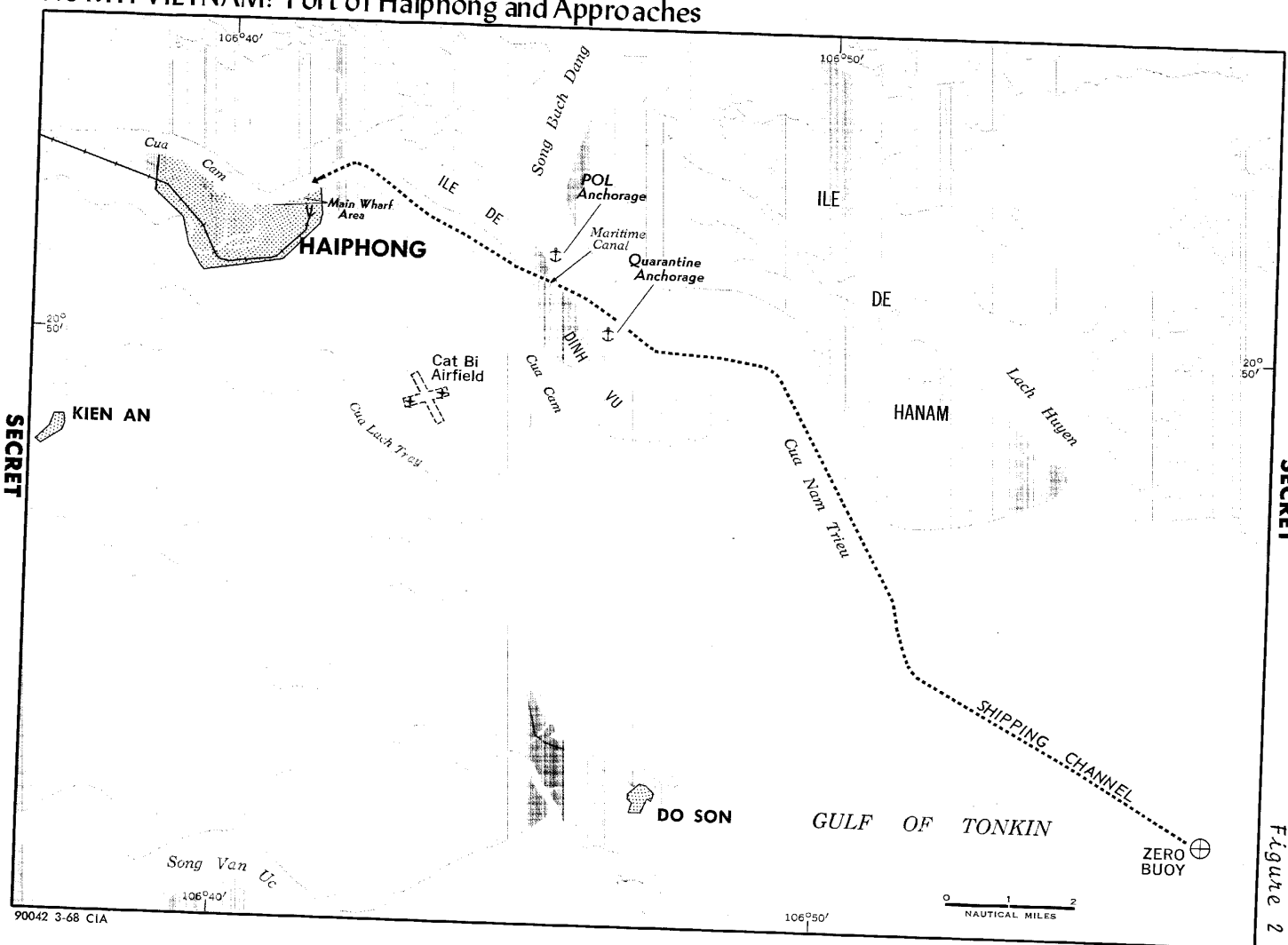


Figure 2

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Situation at the Ports

1. Congestion at Haiphong, which had grown to record levels because of unusually severe weather in early September, eased markedly during October as cargo was discharged and cleared more rapidly. The overall discharge rate for the port, however, remained below the high level reached during July. The average layover time for dry cargo ships departing Haiphong decreased from the record high of 41 days in September to 35 days in October. A very high berthing priority was given during October to ships carrying bulk food, and unusually high numbers of stevedores and trucks were observed on the wharves where these ships were being discharged.*

2. Port clearance activity in Haiphong was aided by the return of normal weather and the addition of three new rail spurs in the wharf area (see Figure 3). Cargo in open storage near the wharves was reduced by about 20 percent in October from the peak in early September, principally because of a sharp drop in stacks of half-tires stored near the Haiphong Commercial Wharves. In addition, many of the grain stacks that were in open storage in September were cleared from the wharf area in October -- in some cases new stacks replaced them (see Figures 4 and 5).

Arrivals

3. Foreign ship arrivals at North Vietnam decreased from 36 in September to 34 in October,

* Even though bulk food carriers have received priority in discharging for almost two years, turnaround time for these ships in recent months had been double and triple the usual six to ten days. Five of the six bulk food ships that arrived after 16 October, however, had turnaround times of less than eight days. This increase in priority was probably part of efforts to compensate for the poor tenth-month rice crop, which was diminished further by the storms in late August and early September. In September the North Vietnamese reportedly asked the USSR to double its deliveries of wheat during the fourth quarter of 1968.

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eight below the monthly average for January-September 1968. Chinese Communist ship arrivals fell to five, the lowest number since December 1967. Arrivals of Soviet ships were below monthly averages for January-September, as shown in Tables 1 and 2 and in the following tabulation:

Flag	Monthly Average			
	Sep 1968	Oct 1968	Jan-Sep 1968	Jan-Sep 1967
<i>Total arrivals</i>	36	34	42	33
Communist countries	22	24	29	27
USSR	15	15	18	15
Eastern Europe	1	3	2	3
Communist China	6	5	9	9
Cuba	0	1	Negl.	Negl.
Free World	14	10	12	6
United Kingdom	11	7	10	5
Other	3	3	3	1

4. Fifteen Soviet ships arrived in October and delivered 45 percent of seaborne imports. Four large-hatch ships arrived from the Black Sea with fertilizer, drummed petroleum, and general cargo. Almost 60 percent of the cargo on these ships was unidentified. Eleven Soviet ships -- six small dry cargo vessels and five tankers -- arrived from the Soviet Far East. Six of the 15 Soviet ships departing in October left with cargo -- five with coal for Japan and one with some general cargo for the Soviet Union.

5. Five Chinese Communist ships arrived in October and delivered 8 percent of total seaborne imports. All of these ships came from South China -- three with bulk food and one each with cement and pyrites. Three East European ships delivered general and miscellaneous cargoes, foodstuffs, and petroleum products from Eastern Europe totaling 9 percent of seaborne imports. A single Cuban ship arrived in October with sugar.

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6. The ten Free World arrivals (down from 14 in September) carried 30 percent of seaborne imports. Seven of the arrivals were Hong Kong-registered British-flag ships; five arrived from South China, and one each from North Korea and Japan. Two Somali-flag ships and a Cypriot-flag ship delivered cargo from North China. Only one of the 12 Free World ships that departed North Vietnam left with cargo -- coal for Malaysia. (For additional detail on arriving and departing ships, see Tables 3 and 4.)

Cargoes

7. In October, seaborne imports increased by 22 percent from the September level to 163,800 tons,* close to the monthly average for January-September and higher than in any month since June (see Table 5). Imports from the USSR (73,900 tons) and Communist China (48,100 tons) accounted for almost 75 percent of the total. Most of the remaining imports came from Eastern Europe (14,900 tons), Cuba (11,400 tons), North Korea (8,300 tons), and Japan (6,900 tons).

8. Imports of foodstuffs increased from 46,300 tons in September to 52,800 tons in October but were still appreciably below the monthly average for January-September. Food deliveries from Communist China (19,800 tons) were more than 12,000 tons below the monthly average for the first three quarters.** Deliveries from the USSR (19,000 tons) and Eastern Europe (2,300 tons) also were below the earlier 1968 levels. The large delivery of sugar from Cuba was the fourth such delivery in 1968.

9. Petroleum imports reached 34,300 tons in October, slightly above the September level and

* The increase in imports, which occurred despite a drop in arrivals, can be explained in part by the fact that no ships arrived in ballast during October. During the third quarter of 1968, an average of four foreign ships per month arrived in ballast at North Vietnam to load coal.

** Slightly more than one-half of North Vietnam's seaborne imports of bulk food during the January-September 1968 period (62,300 tons per month) were supplied by Communist China.

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the monthly average for January-September. Deliveries came from the USSR (26,700 tons), Communist China (7,400 tons), and Eastern Europe (200 tons). Bulk petroleum made up all but 900 tons of these imports. Fertilizer imports rebounded to 15,300 tons -- close to the monthly average during the January-July period and more than three times the 4,600 ton per month average in August-September.

10. Seaborne deliveries of general and miscellaneous cargoes increased for the third consecutive month, from 50,300 tons in September to 61,400 tons in October,* well above the monthly average for January-September. Imports from the USSR (22,700 tons), Communist China (20,800 tons), Eastern Europe (12,400 tons), and North Korea (5,500 tons) were slightly higher than in September. Deliveries from the USSR included metal products, instruments, textiles, and agricultural equipment; from Communist China -- chemicals, cement, gypsum, and pyrites; from Eastern Europe -- construction equipment, spare parts, machinery, glass, and pharmaceuticals; and from North Korea -- textiles, cement, rails, and magnesium ore. The imports of pyrites, gypsum, and magnesium ore are the first imports of these industrial raw materials in many months (the first imports of pyrites since 1966) and may indicate that some plants damaged by bombing are again in operation. No seaborne imports of arms or ammunition were detected during October.

11. Seaborne exports rose from 24,900 tons in September to 46,400 tons in October but remained 9,000 tons below the monthly average for January-September (see Table 6). Coal exports almost doubled from a 1968 low of 22,300 tons in September to 43,400 tons in October. Exports of coal were shipped from both Cam Pha (35,500 tons) and Hon Gai (7,800 tons). Coal exports to Japan increased to 25,800 tons, the highest level since April. Coal also was shipped to Communist China (13,600 tons) and Malaysia (4,000 tons).

* The composition of 55 percent of the general and miscellaneous cargo imported in September has not yet been identified.

Table 1

North Vietnam: Foreign-Flag Ship Arrivals
January-October 1967 and 1968

Flag	January-October 1968										January-October 1967			
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Total Arrivals	Percent	Total Arrivals	Percent
Total	<u>46</u>	<u>29</u>	<u>43</u>	<u>40</u>	<u>52</u>	<u>58</u>	<u>29</u>	<u>34</u>	<u>36</u>	<u>34</u>	<u>411</u>	<u>100.0</u>	<u>328</u>	<u>100.0</u>
Communist countries	<u>26</u>	<u>21</u>	<u>31</u>	<u>27</u>	<u>34</u>	<u>41</u>	<u>31</u>	<u>22</u>	<u>22</u>	<u>24</u>	<u>289</u>	<u>70.3</u>	<u>265</u>	<u>80.8</u>
USSR	20	14	20	18	20	20	22	12	15	15	176	42.8	150	45.7
Eastern Europe	3	--	3	1	3	7	2	2	1	3	25	6.1	27	8.2
Albania	--	--	--	--	--	1	--	--	--	--	1	0.2	1	0.3
Bulgaria	--	--	--	--	1	1	--	--	--	1	3	0.7	4	1.2
Poland	3	--	3	1	2	5	2	2	1	2	21	5.1	22	6.7
Communist China	11	7	8	8	10	14	6	8	6	5	83	20.2	87	26.5
Cuba	2	--	--	--	1	--	1	--	--	1	5	1.2	1	0.3
Free World	<u>10</u>	<u>8</u>	<u>12</u>	<u>13</u>	<u>18</u>	<u>17</u>	<u>8</u>	<u>12</u>	<u>14</u>	<u>10</u>	<u>122</u>	<u>29.7</u>	<u>63</u>	<u>19.2</u>
Cyprus	1	1	--	--	3	2	--	3	1	1	12	2.9	5	1.5
Italy	--	--	1	--	--	--	--	--	--	--	1	0.2	2	0.6
Japan	--	--	--	--	1	--	--	--	--	--	1	0.2	--	--
Kuwait	--	--	--	--	--	--	--	--	1	--	1	0.2	--	--
Lebanon	--	--	--	1	--	1	--	--	--	--	2	0.5	--	--
Malta	--	--	--	--	--	1	--	--	--	--	1	0.2	3	0.9
Singapore	--	--	1	1	--	1	--	--	1	--	4	1.0	--	--
Somalia	--	--	--	--	--	--	2	--	--	2	4	1.0	--	--
United Kingdom	9	7	10	10	14	12	6	9	11	7	95	23.1	53	16.2
Unknown flag	--	--	--	1 a/	--	--	--	--	--	--	1	0.2	--	--

a. This ship, the Yvonne, was under Greek registry when it departed for North Vietnam. However, when the Greek government learned where the Yvonne was going, it rescinded the ship's registry. The ship then unsuccessfully tried to obtain Cypriot registry, and finally arrived in North Vietnam in mid-April illegally flying the Cypriot flag.

Table 2

North Vietnam: Tonnage of Foreign-Flag Ship Arrivals a/
September and October 1968, and January-October 1967 and 1968

Type of Ship and Flag	1968				1967			
	September		October		January-October		January-October	
	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons	Arrivals	Thousand Gross Register Tons
Total	<u>36</u>	<u>156.3</u>	<u>34</u>	<u>177.3</u>	<u>411</u>	<u>2,028.0</u>	<u>328</u>	<u>1,617.6</u>
Dry cargo	29	130.5	28	150.0	347	1,762.0	293	1,472.4
Tanker	7	25.8	6	27.3	64	266.1	35	145.3
Communist countries	<u>22</u>	<u>92.9</u>	<u>24</u>	<u>130.3</u>	<u>289</u>	<u>1,430.7</u>	<u>265</u>	<u>1,307.2</u>
USSR	15	64.4	15	86.2	176	848.3	150	758.8
Eastern Europe	1	6.7	3	20.0	25	187.1	27	209.9
Communist China	6	21.9	5	14.7	83	348.3	87	329.0
Cuba	—	—	1	9.4	5	47.0	1	9.5
Free World	<u>14</u>	<u>63.4</u>	<u>10</u>	<u>47.1</u>	<u>122</u>	<u>597.3</u>	<u>63</u>	<u>310.5</u>

a. The aggregate tonnage of ships calling does not necessarily reflect the actual volume of cargoes moving into and out of North Vietnam, but is of value as an indicator of relative changes in the volume of shipping.

Table 3

North Vietnam: Origin of Foreign-Flag Ship Arrivals, by Flag
October 1968

Flag	Type of Vessel	Origin	Port of Arrival	Cargo	Charter a/	Total
						<u>15</u>
USSR	Tanker	USSR (Far East)	Haiphong	Bulk petroleum		5
	Dry cargo	USSR (Far East)	Haiphong	Bulk food		5
	Dry cargo	USSR (Far East)	Haiphong	Bulk food and general and miscellaneous		1
	Dry cargo	USSR (Black Sea)	Haiphong	Petroleum and general and miscellaneous		1
	Dry cargo	USSR (Black Sea)	Haiphong	General and miscellaneous		1
	Dry cargo	USSR (Black Sea)	Haiphong	Fertilizer and general and miscellaneous		1
	Dry cargo	USSR (Black Sea)	Haiphong			
		and Singapore	Haiphong	Food and general and miscellaneous		1
						<u>2</u>
Eastern Europe						2
	Dry Cargo	Eastern Europe	Haiphong	Food and general and miscellaneous		
	Dry cargo	Rumania	Haiphong	Food, petroleum, and general and miscellaneous		1
						<u>5</u>
Communist China						3
	Dry cargo	China	Haiphong	Bulk food		2
	Dry cargo	China	Haiphong	General and miscellaneous		
						<u>1</u>
Cuba						1
	Dry cargo	Cuba	Haiphong	Bulk food		

Table 3

North Vietnam: Origin of Foreign-Flag Ship Arrivals, by Flag
October 1968
(Continued)

<u>Flag</u>	<u>Type of Vessel</u>	<u>Origin</u>	<u>Port of Arrival</u>	<u>Cargo</u>	<u>Charter a/</u>	<u>Total</u>
Free World						<u>10</u>
United Kingdom	Tanker	China	Haiphong	Bull. Petroleum	Communist China	1
	Dry cargo	China	Haiphong	Bulk food	Communist China	1
	Dry cargo	China	Haiphong	Food and general and miscellaneous	Communist China	1
	Dry cargo	China	Haiphong	Food, petroleum, and general and miscellaneous	Communist China	1
	Dry cargo	China	Haiphong	General and miscellaneous	Communist China	1
	Dry cargo	North Korea	Haiphong	Food, fertilizer, and general and miscellaneous	Communist China	1
	Dry cargo	Japan	Haiphong	Fertilizer and general and miscellaneous	North Vietnam	1
	Dry cargo	China	Haiphong	Bulk food	North Vietnam	1
Cyprus	Dry cargo	China	Haiphong	Bulk food	North Vietnam	1
Somalia	Dry cargo	China	Haiphong	Bulk food	Communist China	1
	Dry cargo	China	Haiphong	General and miscellaneous	Communist China	1

a. Data are for Free World ships only, all under time charter.

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Table 4

North Vietnam: Destination of Foreign-Flag Ship Departures, by Flag
October 1968

Flag	Type of Vessel	Destination	Port of Departure	Cargo	Number
USSR					15
	Tanker	USSR (Far East)	Haiphong	In ballast	2
	Tanker	Ceylon	Haiphong	In ballast	1
	Dry cargo	USSR (Far East)	Haiphong	In ballast	1
	Dry cargo	Borneo	Haiphong	In ballast	1
	Dry cargo	USSR (Black Sea) via Borneo	Haiphong	General and miscellaneous (for USSR Black Sea)	1
	Dry cargo	Singapore	Haiphong	In ballast	1
	Dry cargo	Cambodia	Haiphong	In ballast	2
	Dry cargo	Hong Kong	Haiphong	In ballast for repairs	1
	Dry cargo	Japan	Cam Pha	Coal	5
Eastern Europe					2
	Dry cargo	Eastern Europe	Haiphong	General and miscellaneous (including transshipment for Italy and Cuba)	1
	Dry cargo	Japan	Cam Pha	Coal	1
Communist China					7
	Dry cargo	Hong Kong	Haiphong	General and miscellaneous (including transshipment for Western Europe)	1
	Dry cargo	China	Haiphong	In ballast	3
	Dry cargo	China	Haiphong	General and miscellaneous	1
	Dry cargo	China	Cam Pha	Coal	1
	Dry cargo	China	Hon Gai	Coal	1

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Table 4
North Vietnam: Destination of Foreign-Flag Ship Departures, by Flag
October 1968
(Continued)

<u>Flag</u>	<u>Type of vessel</u>	<u>Destination</u>	<u>Port of Departure</u>	<u>Cargo</u>	<u>Number</u>
Free World					<u>12</u>
United Kingdom	Dry cargo	China	Haiphong	In ballast	5
	Dry cargo	China	Hon Gai	In ballast	1
	Dry cargo	Cambodia	Haiphong	In ballast	3
	Dry cargo	Malaysia	Hon Gai	Coal	1
Somalia	Tanker	Rumania	Haiphong	In ballast	1
	Dry cargo	China	Haiphong	In ballast	1

Table 5

North Vietnam: Imports Carried on Foreign-Flag Ships a/
October 1968 and January-October 1967 and 1968

Flag	October 1968						Thousand Metric Tons	
	Foodstuffs	Fertilizer	Petroleum	Timber	Miscellaneous b/	Total	January-October 1967	1968
Total	<u>52.8</u>	<u>15.3</u>	<u>34.3</u>	<u>0</u>	<u>61.4</u>	<u>163.8</u>	<u>1,181.8</u>	<u>1,636.4</u>
Communist countries	<u>40.4</u>	<u>5.6</u>	<u>26.9</u>	<u>0</u>	<u>41.6</u>	<u>114.5</u>	<u>928.2</u>	<u>1,092.2</u>
USSR	19.3	5.6	26.7	—	22.7	74.2	553.3	722.0
Eastern Europe	2.3	—	0.2	—	12.4	14.9	90.8	138.8
Communist China	7.4	—	—	—	6.5	13.9	271.8	185.3
Cuba	11.4	—	—	—	—	11.4	12.2	46.0
Free World	<u>12.4</u>	<u>9.7</u>	<u>7.4</u>	<u>0</u>	<u>19.8</u>	<u>49.3</u>	<u>253.6</u>	<u>544.2</u>

a. Imports include some estimates of cargoes, using methods which have proved to be highly reliable.

b. Including unidentified cargo of 33,500 tons. The volume of unidentified cargo will be reduced slightly as additional information becomes available.

Table 6

North Vietnam: Exports Carried on Foreign-Flag Ships ^{a/}
October 1968 and January-October 1967 and 1968

Flag				Thousand Metric Tons	
	October 1968		Total	January-October	
	Coal	Miscellaneous		1967	1968
Total	<u>43.4</u>	<u>3.1</u>	<u>46.4</u>	<u>509.2</u>	<u>547.3</u>
Communist countries	<u>39.4</u>	<u>3.1</u>	<u>42.4</u>	<u>444.0</u>	<u>463.7</u>
USSR	16.2	0.5	16.7	232.3	151.0
Eastern Europe	9.5	0.7	10.2	52.3	26.6
Communist China	13.6	1.9	15.5	154.0	280.2
Cuba	--	--	--	5.4	5.9
Free World	<u>4.0</u>	<u>0</u>	<u>4.0</u>	<u>65.2</u>	<u>83.6</u>

a. Exports include some estimates of cargoes, using methods which have proved to be highly reliable.

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